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December 11th, 1975, Issue No. 48

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Volume 10, No. 48 December 11th, 1975

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ABOUT THE COVER: Barnacle encrusted wood pilings are one of the many attractions of bridges. See the article "Magic of a Bridge" on page 10. Cover photo by Dick Mermon.

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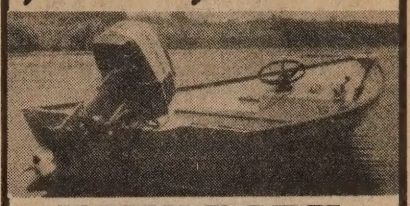

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Chum Lines

SEA SICKNESS

As we know, timing, when striking the hook at the right moment, is very important.

Similarly, when taking sea sick remedies, timing is not only important, it is obligatory.

As suggested by this column, Dramamine, Marazine, or Trip-Tone are all good but the proper amount at the proper time can be the difference between having an enjoyable fishing trip or a dismal one. Both physicians and pharmaceutical manufacturers recommend approximately the following time-table:

One tablet or pill one half hour **before** sailing time. Repeat dose one half hour later when the boat leaves the dock. Of course, this procedure will not guarantee excellent results for everybody but the percentages will be with you against acquiring a Nile green complexion. I have seen so many fishermen pop these anti-sea sick remedies in their mouths at a willy-nilly rate. The results are catastrophic. Don't overdose. I have never seen a happy, drowsy fisherman. In addition do not consume greasy foods.

If you follow these simple recommendations the next time you go fishing you will probably go by boat, not by rail.

George Forrest Jr., Glen Head NY.

ANSWER TO SEASICKNESS

In a recent issue of Long Island Fisherman, one reader requested a remedy for seasickness. Enclosed is a copy of an article I cut out sometime ago. Please pass it on for what it is worth. **Edward Anker, Riverhead.**

Seasick Remedies

There are probably as many remedies for seasickness as there are cases of the affliction. Every one of us knows a man who has a friend whose uncle's first wife was cured by so-and-so—but unfortunately it never seems to work for you.

So, any cure that has been tried by doctors of a famous passenger line in over 1,000 cases, with invariable success has to be worth examining. It is pleasant to take, cheap and available everywhere.

It is ordinary Karo corn syrup, available at any grocery store. The dosage is two tablespoons at the first sign of uneasiness and repeat as often as necessary. Take it in lemonade, milk, coffee, water or even straight.

The medical reason is simple. All distress is primarily due to a condition of extreme acidosis, which in plain terms is a lack of the necessary amount of sugar in blood and muscles. Karo is largely dextrose, the kind of sugar that is absorbed directly into the system, without need of digestive changes (and is not likely to ferment in the stomach. as large quantities of ordinary sugar will.)

The old cure of taking bicarbonate of soda failed because it only neutralized stomach acid, doing nothing to correct the real cause of the distress—lack of adequate sugar in the blood.

Doctors do not agree on the best medicine, but they do agree the common notion that it is best not to eat before or during an attack is all wrong. Deprivation of food quickly increses acidosis—further lowering the blood sugar content. It is best to eat all you want of all you like, particularly fruits and vegetables, avoiding only—as instinct usually tells a sick person—all fats and greasy foods. That bit of instinct checks out with the medical reasoning for it is well known that fats develop acid substances in the course of digestion.

Remember—think Karo. Try it, you may even like it.

BAIT CORRECTION

In issue number 46, pertaining to my article: "Bait & How To Get It", there is an error that may cause a kick-back or bad feeling among some readers.

In the last paragraph on page 14 a sentance reads: "Most fishermen who know of a mussel-producing spot should keep it a closely guarded secret..." The word "should" ought not to have appeared and is not in the manuscript.

Can a correction be made? Not only do I feel bad about it, but I know neither you nor I would ever condone such a practice by other fishermen. **Matt Ahern.**

UNCATCHING BIRDS

I was very glad to read your article on Uncatching Birds in Issue #46. I do a lot of surf fishing throughout Long Island. I have seen some fishermen who haven't had any luck with the bass, aim for a seabird out of pure frustration, I hope in the future that these people will realize that by killing them they are hurting themselves because the birds help in cleaning the litter and also sometimes they tell you where the fish are. **John Riggs, Far Rockaway NY.**

THANKS FOR GATEWAY

Being an avid surfcaster from Brooklyn, there was a definite need for an area nearby to fish without hasseling with swimmers and sun bathers.

Then this past spring, Gateway Park opened. Through the aid of the staff who worked at the Fort Tilden, Breezy Point area, the full purpose of Gateway was served. RESERVED FOR SURF FISHING ONLY. Gateway personnel were kind, courteous and helpful, and most of all kept non-fishermen out of the area. The fish also cooperated on several occasions with some good catches. Speaking for myself, and probably other fellow surfcasters who may have the same feelings, the Gateway project was well worth the effort to get it, and is appreciated by all who use it. **Paul Eisennardt, Brooklyn.**

COAST GUARD BOATING COURSE

Flotilla 12-08, U.S. Coast Guard Auxiliary will begin its improved twelve lesson course on Boating Skills and Seamanship on Tuesday, January 6, 1976 at 8:00 P.M. at the Martin Van Buren High School in Queens Village. The course will be given by qualified instructors, and will feature all aspects of boat handling. It is open to the general public and is free of charge. For early registration or additional information, call or write Public Education Officer Warren Black, 32-33 103 st., Corona New York 11369. Phone (212) 478-0512 after 6 P.M. or Mr. Borden, 27-14 Ericsson St., East Elmhurst, New York 11369. Phone (212) 899-7138.

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Surf Side with Vito Orlando

Do You Know the Feeling?

It is a chilly October morning. You are in Montauk, under the Light. Dawn is fast approaching, and the tide is two hours before high. The conditions are perfect. The fish have shown the past two mornings and there has been no drastic change in the weather. You are on your choice rock, and the area under the Lighthouse is loaded with bait.

The army of fanatics are starting to arrive. You begin casting. A fish smacks your plug, but does not take it. Your hopes are aroused and the adrenalin starts pumping. Today's your day, you can feel it. You continue casting. Another fish hits your plug. This time you hook him, but after five turns of the reel, you drop it. The others also begin to cast, and almost immediately have fish on. You are now surrounded by a variety of men in rubber suits, all of which are into fish. To your right is a man with a fresh water bait casting rod, and a cheap spinning reel, which he uses upside down. He has a fish on. He plays this fish like a two year old opens his Christmas gifts. After ten minutes he politely asks you to gaff it for him. You mutter something under your breath, put down your 1165 and oblige. A few seconds later, 40 inches of bass flop onto the rocks. He thanks you, jumps for joy, and begins to unhook his fish. You continue casting, but first you straighten the big guide on your rod which was bent as you laid it against the rocks. To your left everyone in sight has a fish on. Bass and blues slap helplessly on the rocks. You continue casting. Your favorite plug sails into the deep. Of course for some unexplained reason your line is not attached. You mumble a few words under your breath, before cutting back and putting on another plug. You then continue casting.

The guy to your right, you know the one with the fresh water rod, well, he's in again. This time for some unexplained reason he decides to gaff his own fish. He climbs down the rocks without slipping even though he has no creepers on the soles of his hip boots. The fish is about 25 feet out as it tangles your line. Soon a huge blotch of striped comes into the wash. This guy beats it unmercifully with his gaff, just before the backwash takes the fish seaward again. Your plug is still entrenched in his line. Another wave brings the fish back into reach. Again this guy beats the fish with his gaff. With your plug still entangled in it, the bass again travels towad the deep in the undertow. For the sake of sanity you offer to gaff the fish. You jump down into the turbulent wash, and with one quick swipe of your hand the fish is gaffed. However, just then you stumble, although your felt creepers are intact. Against the barnacled encrusted rocks you go, tearing your waders. For some mysterious reason though, you manage to hold onto the 32 pounds of striped flesh.

By this time your boiling point is very low, and your disposition is that of a marauding school of bluefish. You fight your way back into position. You continue casting, but first have to again straighten the 75mm guide. As luck would have it your plug breaks off because of the frail line caused by the bass. By the time you finish mumbling a few choice proverbs, the blitz is over. You decide to continue casting. Just then your tip top breaks, as your plug hangs up on the cyclone fence standing behind the rocks. Back to the buggy you sadly go. The trip is made extra hard by the sight of full stringers of bass and blues that lie beneath the rocks. Your mind is cluttered with obscenities, your temper short, and your stringer empty. Bad day you tell yourself, it happens to everyone at one time or another. Tomorrow is another day. Then more obscenities. You begin to wonder, "Why me!" You then remember back to last night on the north bar when you swore unmercifully at a big bass as she spit the hook ten feet from gaff. Never again you tell yourself, look what happened this morning.

You arrive at your buggy, and put up a pot of coffee. However, you first take a drink of tonic that is kept for special emergencies such as this. As you are sitting dejectedly on the tail gate along comes the guy with the fresh water rod. He has two fish in the thirties and begins to tell you how these are the first bass that he has ever caught. As if you didn't know. He thanks you again for gaffing his fish. He then begins to show you the fresh water mouse type plug that took these fish. You do a slow burn and take another shot of tonic. You tell him that you had fish yesterday morning, and that you can't always catch fish. After all you reason, "If I caught fish everytime out, what fun would it be." He agrees and begins to tell you how nice it is during the fall at Montauk. He states he just likes being alive, close to nature and really doesn't mind if he catches fish or not. You take another drink of tonic, and light a cigarette. He says goodbye and whistles while he slowly walks back to the parking lot on top of the hill. You sip some more tonic.

One of the regulars walks by on his way to his buggy. You give him 101 excuses why you got skunked. He leaves just as another regular passes. "How'd Yer Do" he yells. "Nuttin" you mutter. Sip some more tonic and begin to tell him now hice it is just to be alive close to nature. He leaves rather bewildered, but with a full stringer of fish, three of which are in the twenties. Just then the coffee begins to perk. You start to pour a cup, then spill the entire pot. O Whats the use! A few more sips of tonic and you won't care anyway.

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CROSSING THE BAR *with Don Vetter*

Navigation Lights

The sun is well below the horizon and only the faintest tinge of pink afterglow brightens the western horizon. As you draw abeam of the inlet broadwater light winking balefully atop its weathered steel skeleton at the tip of deserted rock jetty, you ease the throttles open and the G.M. Diesels assume a note of muted rumble as they attain their cruising speed. The water is an inky black except where it reflects the navigation lights and the horizon is but dimly perceived as you leave the shore lights behind and push further out into the open sea in the encroaching darkness. The wheelhouse deck rolls gently beneath your feet in rhythm with the sea swells as you check your course in the dim red glow of the big constellation compass, then drop your gaze to the tachometers to confirm what your other senses have already told you; the big motors are running in perfect synch.

Further offshore a dense fog-bank looms out darkness with alarming suddenness. You ease back on the throttles to slow your speed to enable you to stop in half the distance of visibility, as required by law. Entering the fog bank is an eerie sensation and the windshields quickly mist over. The wipers are little help, so you release the center section from its anti-rattlers and push it open on its bracket. The scent of salt air subtly tinged with Diesel fumes enters the wheelhouse with the tendrils of mist. The fog distorts and amplifies sound and the gurgle of the bow wave seems deafeningly close to your ear, though you know you are more than 20 feet above the waterline.

Appearing out of nowhere the lights of a ship appear dead ahead of you, haloed by the mist, at once wraith-like and menacing. Silently cursing the skipper ahead of you for not sounding his fog horn at the prescribed intervals as you have been doing, you sound the danger signal and spin the wheel hard right to avoid collision; even speed up the port engine to hasten the turn.

Why did our hypothetical captain choose a sharp turn to starboard after sounding his 5 short blasts? Both port and starboard running lights were visible on the approaching vessel, but the lower (bow) white range light appeared to the left of its taller counterpart, indicating that the other craft was making a starboard turn; therefore he also turned to the right so the vessels would pass port to port. (see diagram II—range lights).

To practice safe night navigation, a thorough knowledge of running lights and their significance is in order. A basic tenet of the rules of the road at sea is the concept of *privileged* and *burdened* vessels. The privileged craft has the right of way and it behooves the burdened vessel to keep clear. Every vessels has what is knows as a *Danger Zone*, extending from dead ahead to two points abaft the starboard beam (see diagram I) and any craft entering this 10-point zone has the right of way. Since this danger zone is indicated by a green starboard side light, the system is as easy to understand as a traffic signal. When you see only the green light of an approaching vessel, you know you are in his danger zone and he must keep clear of you. When only the red light is visible, you know the other craft is in YOUR danger zone and you must keep clear of HIM. Though the rules of the road apply equally to all vessels. discretion is the better part of valor, so it would not be particularly bright for a 15 foot outboard to try conclusions with a 100,000-ton tanker even if he knew he had the "right of way". When both the red and green lights of an approaching craft are visible, you know he is making almost straight for you and it is difficult to determine his course; hence the range lights required on larger vessels as in diagram II.

The law requires different lights for the various size classes of motorboats, all visible through a number of points. To have it clear in your mind what arcs of visibility are called for in each case, you must first develop a clear understanding of the system adhered to. In diagram I it may be seen that the entire horizon with the boat in question at its epicenter encompasses 32 points. A 32-point light, therefore, would be one visible all around the horizon. Anything less than a 32-point light would of necessity be given a reference position relative to the boat itself; a 10-point port side light would be visible from dead ahead to 2 points abaft the port beam, for example. A 20-point bow light would be visible from dead ahead to 2 points abaft either beam, and so on.

Now that the system by which visibility of the various lights is understood (I hope), we may proceed to defining the lights called for on various types of watercraft. Some of these combinations you will encounter every day, others rarely if ever. Motorboats of classes A and I are required to carry a combination bow light, showing green 10 points to starboard or from dead ahead to 2 points abaft the starboard beam, and red 10 points to port (dead ahead to 2 points abaft the port beam), and a single 32-point white light astern. All lights mentioned must meet the following visibility requirements except as stated otherwise: colored lights—visible for 1 mile, white lights visible for 2 miles. Classes A and I encompass boats up to 26 feet in length, classes II and III which include vessels up to 65 feet in length are required to carry separate red and green lights in lieu of the combination bow light; they must be mounted on either side of the boat and screened to prevent their being viewed from the opposite side. They are to be visible through the same 10 point arc, port and starboard, as the red and green combination light of the smaller classes. Two white lights are required on class II and III vessels, one 20-point bow light (10 points port and 10 points starboard, the same arc covered by the colored side lights) and a 32-point light aft mounted higher than the bow light so that the two white lights will constitute a range (see diagram II).

Sailboats when under sail alone display the same 10-point red and green side lights as motorboats, but no white light visible from forward; this is important to remember, as sailing craft have the right of way over motor boats. They also carry a white 12-point stern light, visible from astern only. A motor-sailer or sailboat with an auxilliary engine must carry the same lights as a motorboat of her class when underway with engine only or with sail and engine together. Only when powered by her sails alone, may this type of vessel display the lights of a sailboat.

Ocean-going vessels, be they liners or merely yachts, are required the following lights: a 20-point white bow light visible for 5 miles and mounted 20 to 40 feet above the hull, red and green side lights fitted with 36-inch screens and visible 2 miles, a white light astern, visible through the same 20-point arc as the bow light, but mounted at least 15 feet higher so that it may serve as a range (also of 5 miles visibility), and a white taffrail light showing astern. Double-ended ferry-boats must carry two 32-point white lights at the same

DIAGRAM I

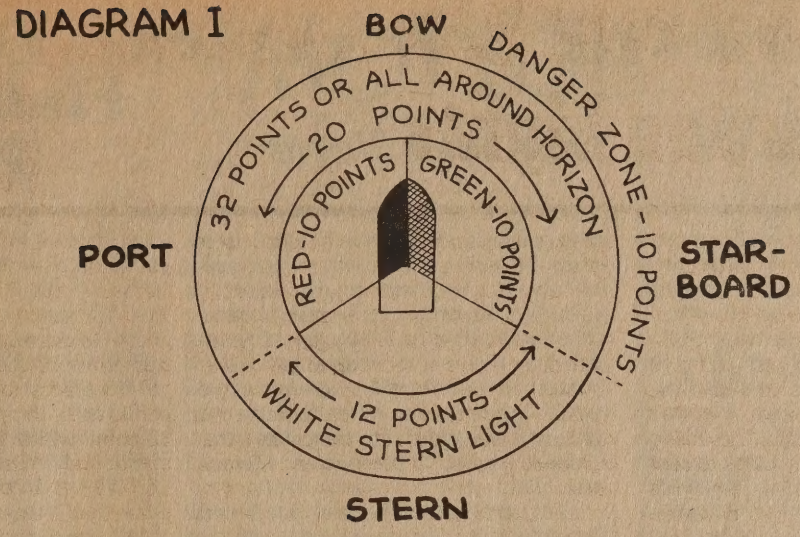
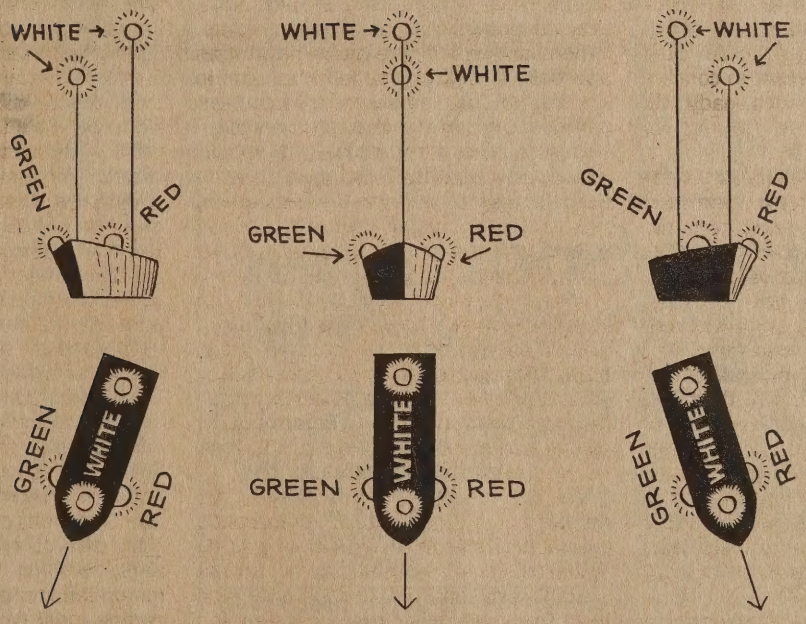


DIAGRAM II

RANGE LIGHTS



height (usually one atop each pilot house,) together with the usual red and green 10-point side lights. A vessel not under control (one whose rudder had broken, for example) must display two 32-point red lights, one above the other together with the usual colored side lights. The side lights are omitted if she is making no headway.

A cable-laying vessel displays three 32-point lights, one above the other, the upper and lower red, the middle white, together with regular side lights if underway. At anchor, one 32-point white light is shown, unless the vessel is over 150 feet in length, in which case two 32-point white lights are displayed, the light aft lower than that forward. A pilot boat carries a white 32-point light above a red 32-point light together with side (red and green) lights. A commercial fishing boat with nets or trawl out shows a red 32-point light above a white 32-point light. A tug with barges or another vessel in tow shows three 32-point white lights in a string one above the other. A vessel at work over a wreck or other submerged object displays one 32-point white light forward, another 32-point white light aft, and two red 32-point lights mounted vertically, one above the other. A dredge will show a white light at each corner, together with the two 32-point lights arranged vertically as on the vessel working over a wreck.

A ship aground in or near a channel must show two 32-point red lights in vertical arrangement, together with a white 32-point anchor light. A vessel in tow must show the same lights as a sailboat, that is, the red and green 10-point side lights and a 12-point white light showing astern. The variety of lights and combinations thereof are almost infinite, or so they must seem to the uninitiated, and there are two sets of rules—inland and international (not to mention those in force on the Great Lakes and various barge canals) to contend with, often somewhat contradictory, but the foregoing should be sufficient to keep the fledgling boatman scratching his head for awhile.

Perhaps if our hypothetical skipper in the opening paragraphs had turned on his Radar (if he had one) he would not have been troubled with those mysterious lights in the fog...but that's another story.

THE BOTTOM LINE

with Scott Simons

Games Fishermen Play

This article is going to be a little off-beat in comparison to the usual how-to-find or how-to-catch-'em type. Instead of focusing on the how-to of fishing, we're going to discuss what to do when you are successfully bailing fish and a new problem presents itself that is never run into when you are going fishless: contending with other fishermen that try cashing in on your success without doing any work themselves. Much of what follows will be tongue-in-cheek, but it will give you an idea of how to contend with other fishermen that try to muscle-in on you.

It never ceases to amaze me how other fishermen even find me to start with. I can be on the water for hours without catching a single fish, and won't see another boat any closer than just a little dot on the horizon. But as soon as the rod doubles over with that first fish, a dozen boats are converging on the position from every point of the compass. When this happens there are only two courses of action you can take: leave the hotspot to find fish elsewhere, or stay and try to convince the other fishermen to leave. This is accomplished by trickery and bending the truth somewhat. But it should be made perfectly clear that you should never actually lie, because that would be unsportsmanlike. (Little-white-lies are acceptable, however, when all else fails.)

This first trick is the best one I know for fluke fishing. It's purpose is to lure the other fishermen away from a productive fluking area and tricking them into fishing in another area where they don't have a chance in hell of catching anything. The reason it works is because the leaching angler never wants to make it too obvious that he is actually tailing you. So when you move your boat from one location to another, he will give you a five or ten minute head start before following you. This time lapse gives you a little time to set the trap.

The first thing you have to do is stop at the local fish market the day before you go fishing. Ask the fishman if he has the head or tail of a halibut for your cat. A halibut is very similar in appearance to a fluke, only they grow much larger, fifty pounders' a small one. Anyway, the average fisherman can easily mistake a halibut head or tail for that of an extremely large doormat fluke. If you like the results of this trick and want to keep pulling it, it may be a good idea to make a papiermache model of the head and tail that can be used over and over so you won't have to keep going back to the fish store making a pain out of yourself.

Take the halibut head and tail with you and keep it out of sight in the fish box. Then when you hit into the fluke good and other boats come out of nowhere and start crowding you, you're ready for them. Start the engine and slowly move away real suspicious-like so the other boats will think you are trying to sneak off to a "secret" spot. After you have their attention and are about a hundred yards away, suddenly gun the engine like you were running away and head for the rottenest, most horrible, most ridiculous place you can think of to catch a fluke. Remember, the other boats will wait 5 or 10 minutes befpre following, so you have time to set up and get ready for them. If you have a halibut head, put it on a fish stringer and dangle it in the water so that as much of the head sticks out of the water as possible. If you have a tail, tie a rope around it like it was a big shark and let that hang in the water. If you have a large fish box, and have both a head and tail, prop them up so that they stick out of each corner. Naturally, other fishermen won't be able to tell that there is nothing twix head and tail. Then start fishing normally and wait for the other boats to arrive so you can go into your act.

"How ya' doing?" asks the first fisherman that follows.

"I have a big one here, look at the size of the head (or tail)!!!" is your reply. Note that you haven't exactly lied so far.

"Wow!!! That must be a record!" replies the other fisherman. "Do you think there may be some more of those monsters here?"

"I don't know, but big fish usually travel in pairs you know. But you may have to wait it out for a big one."

As the rest of the boats start to arrive,

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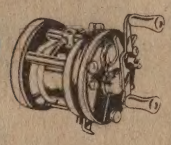

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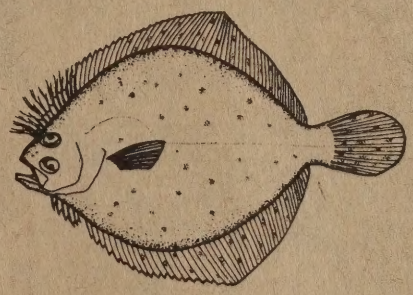
suddenly become modest and let the first fisherman relate the story to them. Naturally, he'll pretty-up the story with a lot of facts but you won't be telling any lies. After everyone is "hooked" on the story, say something like "I'm going to go weigh this baby in—good luck!" and slowly move off, dragging the spectacular "catch" behind the boat. When you are out of sight, return to the original hotspot. You should have it all to yourself for several hours until the other boats become restless fishing for the "big 'un" where you overheard them talking about a 30 pounder taken a few hours ago. This should get them out of your hair, too. Oh, and don't forget to "weigh-in" the head or tail of the halibut when you get back to the dock. Otherwise you would have told a lie, which is unsportsmanlike, and you wouldn't want to be THAT!

The second tactic that you can use on other fishermen is to confuse them as to what fishing method you are using that is catching so many fish. The best way of confusing them is by pulling the old "starched anchor rope" trick. All you do is take a six or eight foot length of half-inch anchor line and starch it at home eight or nine times until it becomes as stiff as a rod. Then next time you are catching fish while drifting, hang the stiff rope from the bow so that it enters the water just like an anchor line would. Then when another boat comes up to you and sees fish coming over the side of your boat, he'll think that you are anchored. So he'll decide to anchor over the "hotspot" too, naturally. But when his anchor digs in, your boat will drift further and further away from him, so he'll think that his anchor isn't holding. So he'll pull it up, come alongside you again start over. Naturally, the same thing will happen and he'll start scratching his head trying to figure out why he's having so much trouble holding anchor. Eventually, he will realize that in addition to not holding, his boat appears to be moving AGAINST the current, which should REALLY get him so confused that he will start talking to himself. When he reaches this point, get ready to deliver the coup de grace. Without a big fanfare, start your engine but keep it in neutral. When the other angler drops his anchor for the umpteenth time right alongside you, slip the boat into forward gear just enough to stem the tide, keeping the boat motionless over the bottom. Keep this up long enough for the other guy to say "hooray, I'm holding at last," then when he isn't looking quickly pull in the starched rope and slowly move away to start another drift. Now, after going through all the aggravation, he isn't likely to pull anchor too quickly so he'll stay out of your hair awhile.

Here's a good one to try if you are catching bass while clam chumming and another boat tries to nose-in on you. Just feed a little slack into the water, then pretend you're casting an artificial. This will more than likely confuse him.

The third tactic is to make the other angler think he is taking his life in his hands by fishing in the area you are in. This tactic works best when you are fishing for blackfish or porgies that congregate around a rocky bottom formation. First make up a special marker buoy. Take a large piece of styrofoam and carve it into a round ball with about a 1½ foot diameter. Then take an old broom handle and cut it into six-inch lengths and stick them into the styrofoam ball so that about three or four inches of each piece sticks out. Paint it dark brown, attach a line and a weight. This is your marker buoy.

When you find a good concentration of blackfish or porgies, mark it with this special buoy. Then when another boat sees you bailing a fish, comes over to investigate and asks "How ya doin'?" just tell him "Great!" The fish are stacked ten feet high here—just make sure that you anchor close to one of those funny looking buoys around here—I think they're marking the hotspots!" Point to the special buoy—hopefully, he will think it is a mine and think you are fishing in a mine field. If that doesn't scare him off, nothing will.



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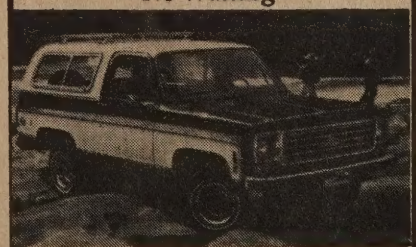

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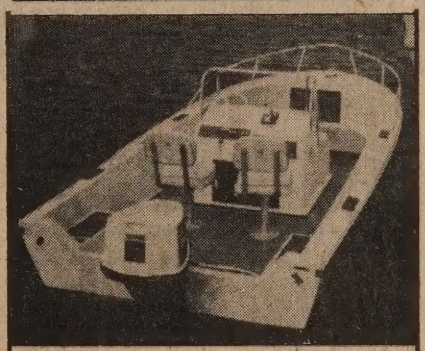

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Magic of A Bridge

by Dick Mermon

What manner of mystical power does a bridge have on both humans and aquatic life, to draw them into its clutches? Actually, it does not contain, nor does it coerce any power at all. Its magnification is but simple logic. When humans know little about an occurance, they call it a phenomenon, or more appropriate, "magic". Logic is nothing more than homespun reasoning. Simple reasoning by fishermen is the mystical power of a bridge, especially one that may be fished from.

A bridge is but a connection between two land points, usually where the water is free flowing. This water movement carries with it various types of food between the land points and food is a necessity to sustain aquatic life. In turn, food is the source which also sustains human life. It is natures way, little fish eat the smaller marine obstacles; bigger fish eat the little fish; bigger fish eat that size and man eats the bigger fish. Then we return back to nature to be eaten by the little obstacles and the cycle begins once again.

Let's use our intellectual powers to discover why fish are attracted to this particular local. Bridges are held up by stanchions, or pillars, protruding from the water. When the span is new, these pillars provide little shelter to various types of sea life. Just like the new kid on the block has to be checked out before he can join the gang. As time passes, the permanent fixture is accepted and the marine life attaches itself to it.

Protective wood casements around the cement stanchions draw life sooner, for they are easier to adhere to. Once the aquatic life (such as mussels, barnacles, sponge and sea weed of various types) encrust the pillars, smaller sea creatures and fish are drawn into the area. Shrimp, crabs, snails, sea worms, minnows, lice, etc., masterfully use them for both shelter and food.

Allurement of all the aquatic life to these pillars is a "sea smorgasbord" for larger fish. Naturally, it is then the larger fish which attract the fisherman and fisherwoman.

Prior to the building of the bridge, water passed undisturbed, taking a natural course. Nature designed the region and she created certain channels for the water's flow. Baitfish and other fruits of the sea took the path of less resistance with the water. This forage

The "Magic Of A Bridge" lures the fishermen and fisherwomen to its clutches.

Mossbunker working its way through a narrow opening under a bridge trying to avoid being eaten by ravaging bluefish.

food was carried in the eddies and along the bottom. Only certain sections of the shoreline would be productive for the fisherman. He often can't reach the areas where the food supply was abundant to the larger fish.

With the help of a bridge, each pillar acts as an obstacle against the water creating new currents, eddies and channels. With the new swirling action of the water things begin to change, forming fresh highways for bait to travel. Each pillar restrains the water's force, molding its own pathway or eddy. As the water swirls about the pillar, it builds up a mound at its base, but just outside is the vital area, the drop-off.

At the drop-off location, current flows swiftly and without restraint. Rarely do fish fight this current when feeding. The location between the eddy and swift current holds most of these active fish. It is the area of less resistance. A point of free flow, where little energy is expelled to support movement. Possibly, many anglers have seen this area on the surface but never realized that the same occurance is happening below. It is when an obstacle reaches a whirlpool and never becomes entraped in its center. The obstacle stays in one position between the swift flowing current outside and the turmoil current of the whirlpool, stationary, in one position. From this location, large fish can dart out in any direction for food, trapped by the opposite currents and return to their original locale.

Constant turmoil caused by the pillars and waters passage, the bridge now has formed new bottom pathways. Each section is a potential fish holding area ~~an~~ each should be fished.

Another section that most fishermen overlook is the trough which runs parallel along the bridge. Sometimes it is a small section and then it could run the entire length, where the pillars are. The main opening rarely has this trough, because of the wide opening between stanchions and the free flow of current.

This trough is formed by the push back of the water beneath the surface from the pillars. Water flowing towards the pillar, hit it with force, creating a bouncing action upward, downward and both sides. Round pillars are less apt to form this trough in the front and back of the bridge. Fish cruise the length of the trough in search of food, where it becomes entrapped in the tumbling water. Larger fish swim near the bottom of this trough where there is less water resistance. This is another free flow area. It is as though one is in a valley being protected by a mountain from the rushing wind.

Night is by far the superior time period to fish any bridge, anywhere, especially if illuminated by artificial light. Lights from above cast both shadow and illumination upon the waters below. The shadow is cast upon the water by the span of the bridge. This dark area extends out slightly beyond the bridge width. Extension of this shadow line depends upon the height of the bridge and where the lights are placed.

A striper works the shadow line of a bridge. Whiteish dots are reflections from light of the bridge.

Nocturnal feeding species like stripers weakfish and bluefish use the dark and light areas to pursue their prey. There are two sections near a bridge where large fish lie in wait. Both locations are in dark areas.

Large, active fish stay in the shadow line directly under the bridge, facing into the current. Bait of various types are carried along by the water's movement. It flows along from the dark area of the open water, into the bright section, immediately into a dark locale once again. This transaction from dark, light, dark, effects the eyes of the bait and they become temporary blind. Larger fish, being in the shadow, or dark area, for such a prolonged period, have their eyes accustomed to the dark. Precisely the moment a forage bait comes from the lighted section into the dark of the bridge shadow, it is consumed by the larger fish in waiting.

On the opposite side of the bridge, or the outflow side, there is a similar action. Now the bait must pass from under (if it escapes the first section) the spans darkness, into light, into darkness of the open water and possible freedom. WRONG!!!...There is seldom freedom when large fish are on the feed. The reason why they become so big is because of their know-how to survive. Large species also use the opposite dark areas as before. They lie in wait not always under the bridge, but away from the shadow line, beyond the light area, back in the darkness, the open water section. The quick environmental change of the bait is once again effected.

I have tried to bring out the circumstances that a bridge creates new funnel areas which big fish use. It behooves me to say, mysteries of a bridge are not mystical myths. Reasoning is behind everything, (rather almost everything) placed upon this earth. Fish habits are not mythical but logical facts. Use your reasoning about a bridge and it will produce the larger species of fish.

Fisherman's Lament

by Matt Ahern

There's no doubt in my mind that fishermen are a breed unto themselves. Call it what you will, it takes a special something to go out there and pursue fish, come hell or high-water.

Often the elements are unkind, and there isn't one of us who hasn't experienced a wet, cold, fishless day when just the thought of returning home hasn't had an extra-special appeal. These things we can stand, else we would have fallen by the wayside long ago.

I'll admit that when I first started fishing, I was naive. I believed that anyone interested in fishing was not only a nature lover, but a true sportsman; one who was a happy-go-lucky guy, but who would never conduct himself in ways detrimental to other fishermen. Then one day I received a rude awakening. I discovered all was not gold that glittered.

Years ago I did much of my fishing from a small private pier which jutted into Island Park's Schaeffer's Creek. I had gotten permission to fish the pier without a bit of trouble. It was ~~mind~~ to pursue fish any time I desired to except July and August when it was then used by the owner and his family for boating and swimming. I took care of that pier and when I'd quit fishing for the day, I'd be sure to leave it as neat and clean as possible. It wasn't long before I was calling it "my" pier. How lucky could you get? O Happy Day!

For years I doubted if anyone ever fished that pier except me and I caught many fat flounders and husky fluke from this ideally-situated pier. While I had slow days, I never went home empty-handed. Truly, it was a shore fisherman's dream come true.

Then one chilly Saturday morning as I approached the pier, I stared in disbelief at a newly-erected sign. PRIVATE PROPERTY...NO FISHING. For the first time in my fishing career, I suffered that sinking, panicky sensation all fishermen experience when confronted with a like situation.

As the owner and I had gotten along well in the past, I immediately went to see him. With sincere apologies for his actions, he told me what had happened. Several fishermen had used the pier during the previous week and not only had they not bothered to seek permission to fish, they had left a filthy mess behind consisting of discarded bait containers, cans, sea weed, trash fish and smashed spider crabs.

All this was bad enough, of course, but which actually I'm sure he might have overlooked. What really upset this fine gentleman was that the loose planking had been removed and used to fuel a fire on the beach. Certainly this was reason enough for his actions.

I pleaded, and I'm ashamed to say, came close to groveling, but it was no use. He just didn't want to become involved any longer. I saw his point, of course, and could sympathize with his feelings, but I had lost an excellent fishing spot. To this day, I harbor no ill-feeling toward this man. Here was a prime example of a good guy turned against all fishermen because of an unthinking few.

I suppose this is about the worst that can happen to a dedicated fisherman, this denying of choice fishing areas due to someone's inconsiderate or unthinking actions. But there are other instances that come close to destroying man's inborn kindness toward one another. I'll name a few that have bugged me for years, although I'm sure you could add some of your own pet peeves to the list with no difficulty.

I firmly believe there should be a special place in the hot-place for the guy who deliberately zips through a fisherman's chum line—or comes much too close to the beach with his boat, cutting off lines and causing feeding fish to sound.

This zipping through chum lines used to be a fairly common occurence in the Peconics forty years ago during the hey-day of great weakfishing. Those days shrimp chum cost fifty cents a quart and we often used ten to twelve quarts each tide. For those depression-ridden times it was quite an expenditure and no weakfisherman took kindly to this sort of thing.

It always seemed this sin was committed when great numbers of tide-runners were responding to the chum, pouncing on the sandworm bait as fast as it was drifted back to them. Many an eight ounce sinker was thrown with unerring accuracy, often with near devastating results. What made it doubly hard to take was the fact that these heartless fellows were often fishermen themselves as witnessed by the rods swinging from the stern.

This still goes on to some extent. I saw it happen again this past spring while fishing the same general area. What to do about it? I don't know, except to rejoice in the consolation that all things come to those who ask for it.

While I don't condone the practice, I have no bone to pick with the angler who takes as many fish as he wants—as long as he uses them. I've done so myself, but a pox on the guy who tosses them out when he gets home, or worse, slings them our on the roadway by the dozen.

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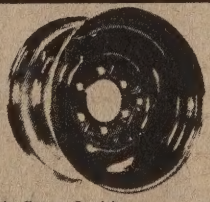

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This was a common practice years ago, and I recall when stretches of Montauk Highway smelled to high heaven from discarded weakfish. By no stretch of the imagination could those fellows be called sportsmen.

Every fisherman who has been pursuing the game for awhile has spent exasperating days on the water, days when the fish didn't appreciate his efforts, or perhaps found someone else's bait more exciting. It's only human and natural to do a bit of grousing at this time. But the smart fisherman tries to learn why he did poorly and stores the information for future use, knowing full well his time at bat is coming. He's satisfied to tell his buddies his tale of woe and let it go at that.

But the opposite to this fisherman is the fellow who has no qualms about incessantly giving all who will listen many fancified reasons for his tough luck, never admitting that the cause may well have been from his own ineptitude. The only consolation the veteran fisherman has is in knowing that this fellow may some day see the light and become serious about fishing. If not, I'm sure his interests will quite probably shift to another less hectic sport. It's a shame, too, for I've seen these fellows become excellent fishermen when gotten to in time.

One of the things that will gripe any fisherman is the guy who keeps small fish. Should you question the fisherman doing this, he'll probably tell you he keeps these infants for chowder, or soup, or something—and maybe he does. But my guess is that nine out of ten times the family cat gets them. Which is fine for the cat, but not so find for future fishermen.

These fellows should remember we no longer have a plentiful supply of fish, and anything all of us can do to keep various species going should be the concern of all true sportsmen.

The keeping of small, immature fish is certainly not conducive to good fishing. That small flounder you released on your last trip is the nucleus of a half-million future flounders, some of which we'll be catching a few short years from now.

Some day, if you haven't already, you're sure to meet some of these unthinking fishermen. I can only tell you to take it in stride. Sometimes, I think they'll always be with us; but as long as we can avoid being tarred with the same brush, a sort of guilt by association thing, we've got it made.

And if we're lucky, we may yet see the day when articles such as this will be unnecessary. And wouldn't that be nice.

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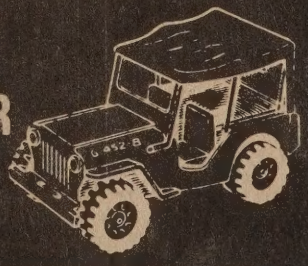

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Open Boat Blues

by Norman A. Hoffer

Editors Note: The following note was attached to the article you are about to read, which is printed without editing exactly as it was submitted.

Dear Long Island Fisherman,

I am a boy of 13 and I would like you to print this story I wrote about the first time I ever went bluefishing.

P.S. I am a subscriber and I count the days till I get my L.I.F.

I am a person that will go for almost any kind of fish, but when it comes to fishing with thrills and a sizeable fight, my pick is bluefishing.

It was towards the end of June '75 and I had heard much about bluefishing and their fight. So I decided to give it a try for my first time. I packed a heavy coat, a couple of sandwiches, and some more shirts. It's better to bring too many shirts than too little shirts...and freeze.

I arrived at Sheepshead Bay at 6:00 P.M. aiming to take the Chief, which leaves at 7:00 P.M.. I got on the boat and rented a rod and reel. Tackle consisted of a bluefish hook next to a one inch piece of steel leader with a split shot sinker (¼ oz.) to weight it. We used 40 pound test to handle these fish.

As the minutes ticked away it was soon 7:oo. The boat started leaving the dock and I felt a burst of excitement run through my body. We were on our way to the fishing grounds which I later found out was Barnegat.

It got darker and colder and darker and colder. I had changed from my mild mannered t-shirt to my heavy shirts and coat.

Finally, after long last the engine slowed and the bait buckets were distributed. We were using while smelts and heads of butterfish and ends of butterfish. I put the hook through the eye of a head of a butterfish and back into the fish behind the eye with the tip of the hook penetrating through the other side. The captain spoke on the loudspeaker. "They are 40 feet down". How was I to know when the hook was at or near 40 feet? I thought for a second. Then I pulled out about 1 foot (I hope!) of line as I counted ONE. I pulled out another foot TWO. I kept this up till I got to 40 , then I waited. By now, people all over the boat were fighting fish. All of a sudden, I got a hit. I reared back to set the hook and I lost him. In another 15 minutes I got another hit. And I lost him. I decided I was setting the hook too soon. Then I got another hit. I waited and set the hook. He was on good this time. I reeled him in and called for the gaff. The mate gaffed him and just before it came over the rail it came off the gaff and snap went my line. He gave me a new rig and I started over. Not long after the captain gave a toot on the horn and explained we were going to another spot. Fishless, I felt rotton but patience inside me and the weather kept me cool. I sat down and waited.

Again the engines slowed. I rushed over to my spot in readiness. I lowered my line and about 30 seconds after I lowered my hook I got a hit. I pulled it up, got it gaffed and it flopped on the deck. I bent down to remove the hook and the fish actually tried to bite off my finger. I tried again, same results. A mate asked if I would like him to take the hook off for me. My answer was yes. As soon as I got down to 40 feet, another fish was striking my bait. Every time I got down there it was a fish. After awhile I began bringing up the fish without the gaff.

Everybody all over the boat were landing fish, and lots of them. I still was afraid of taking the hook out of their mouth. A man next to me said you should stick your hand in the fish's gill and they can't bite you. He landed another fish and as he proceeded to remove the hook. Then a OWWWwww came out of his mouth while part of his thumb (not much) went into the fishes mouth. (There goes my new found courage). The time went by. People were catching fish, putting on bait, and sleeping. I finally had a pretty good method of removing the hook. With my left hand I'd hold down the fish with considerable pressure. Then I'd stick my foot on his head near his mouth. Then with my right hand I'd force out the hook. If he swallowed the hook I'd cut it off.

Then the captain gave 3 toots on the horn signalling lines up we are going home. If I had a less time consuming method of removing the hook I would of had more fish. But, all in all I ended up with 20 blues ranging from 10 to 20 pounds. I went down into the cabin and went to sleep. I was awoke by the sound of the foghorn. As we came into dock I left 15 fish on the boat for a mate. I took home 5 nice ones (which were delicious). So, the next time you go fishing try monster blues at night. (They bite better at night) And dress warm!

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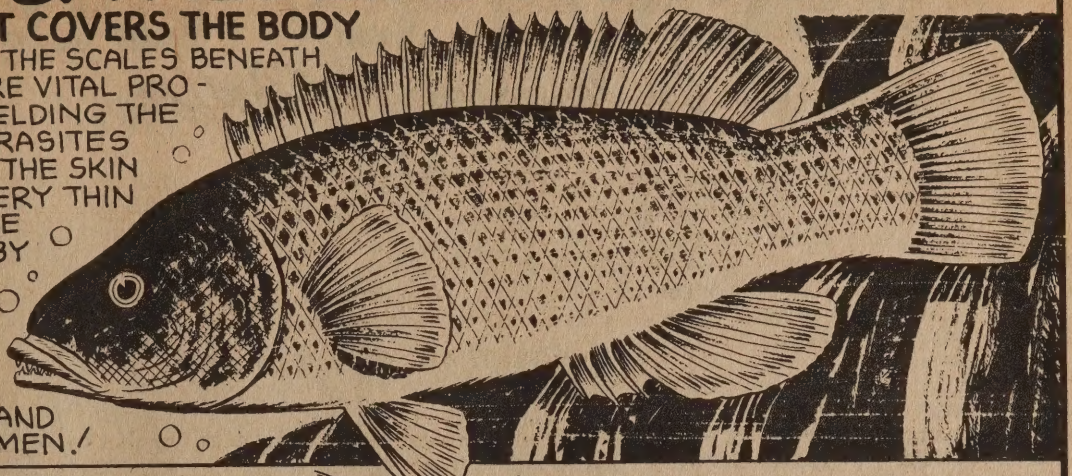
FISH & WILDLIFE NOTES

BY FRED GUARDINEER

SLIME THAT COVERS THE BODY OF A FISH AND THE SCALES BENEATH THE SLIME ARE VITAL PROTECTORS, SHIELDING THE FISH FROM PARASITES AND FUNGUS. THE SKIN OF A FISH IS VERY THIN AND WOULD BE INADEQUATE BY ITSELF.

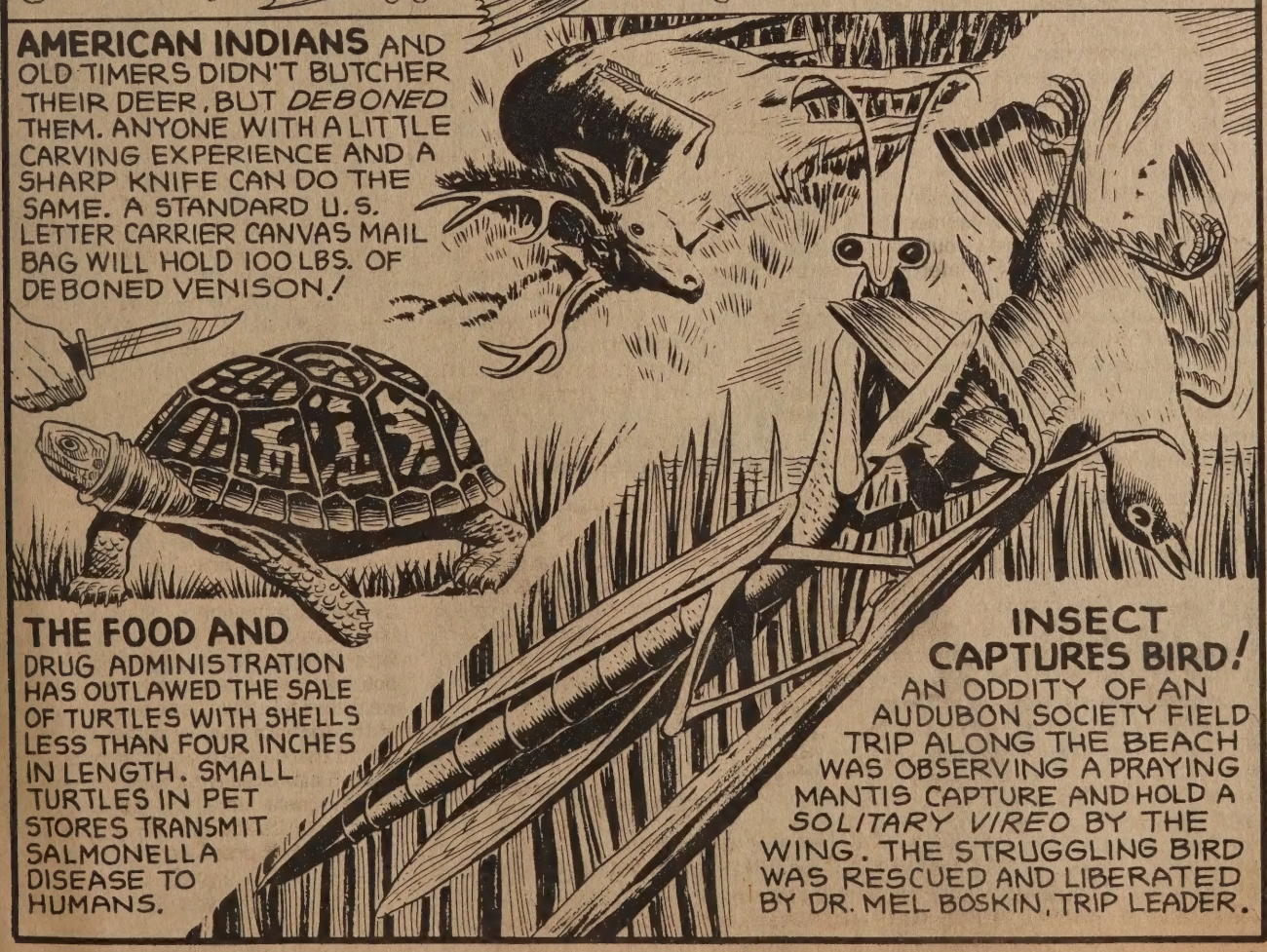
SHOWN HERE IS A *BERGALL*, DARLING OF WRECK, ROCK AND REEF FISHERMEN!



BOMBAY DUCK IS NOT A BIRD BUT A FOOD FISH USED IN PREPARING ASIAN INDIAN CURRY.

NOT MUCH IS KNOWN ABOUT THIS WIERDO OF THE INDIAN OCEAN, BUT ITS STREAMLINED SHAPE AND WIDE JAWS SUGGEST IT TO BE A FAST VORACIOUS FEEDER. GROWS TO 16 IN.

AMERICAN INDIANS AND OLD TIMERS DIDN'T BUTCHER THEIR DEER, BUT *DEBONED* THEM. ANYONE WITH A LITTLE CARVING EXPERIENCE AND A SHARP KNIFE CAN DO THE SAME. A STANDARD U.S. LETTER CARRIER CANVAS MAIL BAG WILL HOLD 100 LBS. OF DEBONED VENISON!



THE FOOD AND DRUG ADMINISTRATION HAS OUTLAWED THE SALE OF TURTLES WITH SHELLS LESS THAN FOUR INCHES IN LENGTH. SMALL TURTLES IN PET STORES TRANSMIT SALMONELLA DISEASE TO HUMANS.

INSECT CAPTURES BIRD! AN ODDITY OF AN AUDUBON SOCIETY FIELD TRIP ALONG THE BEACH WAS OBSERVING A PRAYING MANTIS CAPTURE AND HOLD A *SOLITARY VIREO* BY THE WING. THE STRUGGLING BIRD WAS RESCUED AND LIBERATED BY DR. MEL BOSKIN, TRIP LEADER.

LADIE'S CAY

by Dr. William A. Muller

Part One

Offshore the billfish were scarce and the dolphin-wahoo tribe was quiet, so it seemed quite natural to use the small open fishing boats that were available in order to cruise among the cays in search of lesser beasts.

Our wives were all for that! Calm waters seemed more alluring and the light tackle action on the reef was more attractive to them then endless hours of trolling.

We had journeyed to one of the Atlantic Ocean's best fishing island resorts, Walker's Cay, in hope of sampling the sun and the fishing.

The fine weather, tennis courts, boating, and swimming would round this fishing holiday into a great winter family vacation and all hands eagerly looked forward to a little rest and relaxation. Although not everyone that visits the island does so to fish, it wouldn't be right for the owner of a fishing publication and its associate editor to let dust gather on the rods and reels.

Rich Reina's wife, Louise, had been to the island before and she often spoke of her previous encounters with the barracuda in tones of love punctuated with wide eyed glares and flaring nostrils, the way an old war veteran speaks of an ancient enemy. It's hard to think of a fish as an enemy unless you've spent hour after hour in the heat of bright sunshine searching and hoping. To at once have your chance at the great fish and then to watch it slither off contemptuously in victory minus your hook at the last moment.

I think that Joyce listened to Louise's raconteurs with great interest, but without a complete comprehension of the challenge. After all, Bahama fishing was new to both of us and we were unable to gauge the great strength and stamina of these tropical species. We sat at lunch and listened to the story of the beasts and we dwelled on every leap that each fish made. Finally, in unbridled enthusiasm Louise rubbed her palms together and urged us to stop eating and go fishing. I think that she sensed the future at that instant, but did not completely grasp its meaning.

We made our way to the marina loaded with tackle, arranged for a Mako, and gassed up. The harbor is visually captivating and can accomodate boats of

all sizes. There were several cruisers in the thirty to forty foot class, but almost as many fourteen to sixteen foot whalers and bowriders, with a generous supply of open fishing boats. We also spotted a few houseboats. The aquamarine waters the brightly painted boats, and the backdrop of palms, the crystal clear air, and warm gentle sunshine made it easy to understand why the pirates found the Bahamas to be ideal hide-a-ways.

Although the use of a native guide is encouraged by the management of the island because of trecherous coral and improved angler fortune, we were anxious to try it alone because Rich was sufficiently acquainted with the terrain and the likely fish spots.

It was easy be become hypnotized by the passing bottom designs as the twenty foot open fishing platform flew across the calm water. Beds of turtle grass passed beneath the transom like the cloud fluffs above and I couldn't help but imagine how much fun it would be to dive here. The tide was almost at its lowest point when we pulled up to a couple of coral heads and the prospects of fast fishing were not good. Nonethe less, the afternoon was productive. We managed a few small fish and experimented with a few locales where we would return at high tide.

Needless to say, these boats are ideal

for this kind of shallow water fishing. Each boat was equipped with an 85 h.p. outboard, 48 gallon fuel capacity which makes open ocean fishing possible, a forward fish box, and an insulated storage compartment under the seat in front of the center console.

In addition there are a half-dozen rod holders, teak rod storage racks, and two swivel fighting chairs.

The next morning we all ate a hearty breakfast and requested a box-lunch from the chef which we kept fresh in the insulated box with the help of a bag of ice. We decided on a few locations and made for them without undo haste. There remained about two hours before the top of the tide and that coincides with the best of the fishing. Apparently, the fish move into the shallow portions of the reef with the incoming tide and are thus able to find vantage points for attacking the passing bait. The predators prefer to hang-out in the back eddies around rocks or to lay in the shadows of the coral heads much like our northern species do. The coral heads are interesting geological features. They rise from the floor of the reef like miniature mountains and sometimes they burst through the surface, but most of the time they stop a dozen feet short of it. In either event they cast wavering dense shadows because the water is so stunningly clear. The clear water is a blessing to the boat fisherman, since it allows him the opportunity to read the waters and avoid the heads that come close to the surface. They reveal themselves as brown to yellow-brown patches against the pale blue and green sand. The colors are sensational and it is no chore to spend the day cruising through the coral sightseeing as it were because there is an endless variety of shapes and patterns.

Inspite of the fact that we became very involved with the beauty of the place, the occasional shadow of a fish amongst the coral reminded us that we were here to fish too. We set the anchor about 200 feet off of two prominent coral heads and positioned between them. Thus, the boat was in position so that we could cast to the eddies behind the heads and into the rips at the edges of the heads. We had barely swung straight in the current when both girls sent their lures toward the rips. Joyce used a 6 inch swimming plug and watched as a cuda rushed out of a shadow and exploded on the plug. It was a relatively small fish, about five pounds, but the fish made several speedy runs before being whipped by the limber seven foot spinning rod. A small yellowtail snapper was next over the rail followed by more barracuda.

By now we were all using long surge tube lures since the cudas seemed to dominate this section of the reef. The red undulating tubes drive the barracuda crazy even though there is apparently no parallel to their shape and action among the bait that they pursue. Louise had not caught a fish and she was quiet. She concentrated intently on her work, but was clearly disappointed that we neophytes had scored first. She looked around once or twice, perhaps to try and discover which of her techniques were failing her, but discovering no apparent significant differences between her style and ours, she quickly returned to her task.

Up to this point the war that Louise longed for, for so long, was eluding her. The cuda gave Joyce plenty of attention, but for Louise the battle was not going well. Next Week...Louise versus Cuda in The Main Event.

Louise and Joyce get a kick from watching the small fishes, snails, and crabs scurrying about on the tidal flats.

Good work Joyce! Now take it off the plug without losing a finger.

The Long Island FISHERMAN

FISHING TRIP CONTEST

The Long Island Fisherman is holding a contest where our readers can win a fishing trip for two on the open boat of their choice and a $10 cash prize. All the fisherman has to do is stop in at one of the 45 convenient locations listed below and pick up an L.I.F. litter box for the rear window of his car. Each week the license plate number of a car spotted with a litter box will be published—if it's yours, just call *The Fisherman* by 5 P.M. that Friday and tell us the make and model of the car and you're a winner! If no call is received by the deadline, the cash prize will accumulate.

THIS WEEK'S WINNING LICENSE PLATE NUMBER IS:

548-QEO

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BALDWIN
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K & K Outboards, Inc.
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FARMINGDALE
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Peconic Queen II
Marlin III

CAPTREE
Speedy V
Capt. Ben Litwin
Capt. Joseph Fleet

FREEPORT
Aloma II

SHEEPSHEAD BAY
Amberjack IV
Cheif

NORTH SHORE
Port Jeff Ace
Betty W

SHEEPSHEAD BAY

Joe Eberhardt with his first striped bass, a 26 pounder caught on Capt Bob Foley's guide boat "Debi" on a Lupo umbrella.

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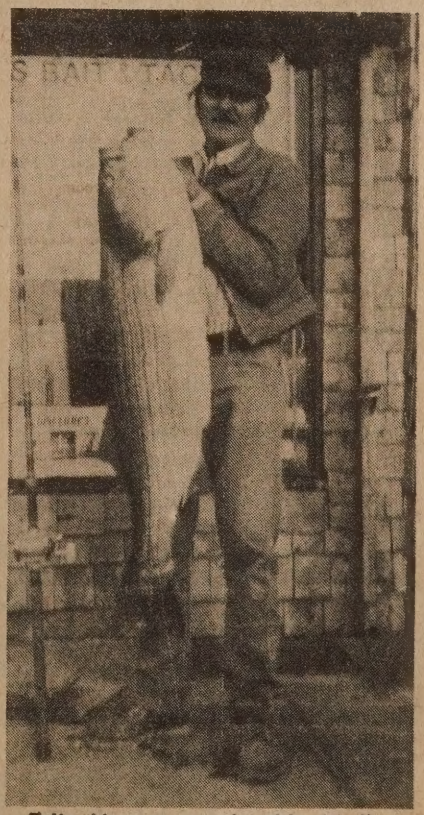

Fritz Hansen caught this 51 lb. striped bass on live eels out of Salvo's Bait and Tackle off the Romar Shoals. Photo courtesy of Salvo's Bait and Tackle.

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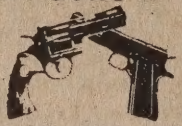

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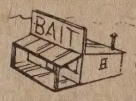

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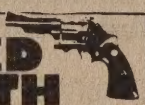

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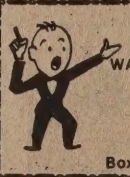

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FISHERMAN

SOUTH SHORE Fishing Report

MONTAUK

Captain Paul Forsberg of the **Viking Star** told us that the cod and black fishing was very slow all week. But on Sunday some green fish started showing in the catches, which is a good sign of new fish moving inshore. The codfish range from 8 to 30 pounds and there are quite a few blackfish ranging from 5 to 12 pounds.

Captain Lester Behan of the **Peconic Queen II** told us that fishing has been fair for blacks and codfish and almost all aboard had been taking fish. The water temperature is down to 51 degrees so things whould be picking up on the local grounds. Best area has been 25 minutes south of the lighthouse at Cartwright giving anglers plenty of fishing time because of the short run. The Block Island area has been pretty dead. Cod up to 40 pounds were taken during the week. On Saturday Max Garcia of Monroe New York took a $154 pool with a 39 pound cod.

Captain Dick Vigillant of the **Triton II** has been having some excellent blackfishing according to son/mate "Mighty Mouse." They had been averaging 150 blackfish per trip with a few cod mixed in. On Saturday a 15 pound blackfish was taken and the rest averaged a healthy 5 to 10 pounds. Green crabs at Cartwright is the secret.

Henry Colombi of the **Star Island Yacht Club** called to tell us that the clubs boats are still taking some stripers and are starting on the codfish. On Saturday the "Gunsmoke" took 14 bass, the 2 largest 27½ pounds. The "Bumblebee" took 14 codfish and 4 blackfish on Southwest Ledge. On Sunday the "Bumblebee" was spotted in Montauk Lake loading up on flounder for the dinner table.

Captain Dick Vigillant of the "Triton II" weighes two jumbo blackfish of 12 pounds each. Eight mates from Sheepshead Bay using 2 bags of green crabs caught over 1000 pounds of blackfish. They also jigged 27 striped bass and 22 blues up to 18 pounds.

CAPTREE

Captain George Tweedy of the **Captain Scotty** reported slow fishing during the week but a big improvement on Friday and the weekend. Friday was very good with over 100 fish taken. On Saturday 75 to 85 cod were taken but it slowed up a little on Sunday again. Open bottom has been best south of the inlet on high ground. There are a few whiting mixed in but very, very few dogfish.

Captain Bob Joseph of the **Captain Joseph Fleet** told us that all of their boats are now sailing for cod, which have been hit and miss, good one day and fair

Henny Hoffman and Frank Corrado caught these 32 and 48¾ lb. cod aboard the "Peconic Queen II".

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The Long Island
FISHERMAN

John Nicoletti went to 80 to 85 feet of water due south of the Fire Island Lighthouse and picked up 18 cod up to 15 pounds. Fish were caught on skimmers. Photo courtesy of The Store.

the next. The fish are about evenly distributed over wrecks and open bottom but have been a little inconsistent. The **Joseph II** had 80 fish on Saturday and the **Captain Joseph** had 70 to 80 cod. There are still a few bluefish around, so the water is still warm but is dropping rapidly so it should be improving soon.

Captain Neil of the **Lady Ann** told us that the fishing has been getting every day a little bit better as the open bottom comes to life. Forty to sixty cod were taken every day during the week except on Saturday, which was a little slower. The fish are mostly on open bottom with a few on the wrecks, south/southwest of the inlet in 90 feet of water. There were some big fish on Thursday, 5 over 30 pounds and the largest 42 pounds. On Sunday Gary Linster of Manhattan was high-hook with 13 codfish. Butch Murtagh took the pool with a 31 pounder.

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Joe Carter, Bob Riley, Andy Cascio and Ben Shulman with their catch aboard the "Blue Max" which consisted of 76 blues, 10 to 16 lbs. at the Cholera Banks.

NORTH SHORE Fishing Report

HUNTINGTON

Captain Pete Novelino, now piloting the **Ever Ready**, had nearly 700 blacks and flounder over the weekend, with Saturday being best. John Goodwin of the Bronx won honors with an 11¾ lb. blackfish on Saturday. The flounder are running up to 2 pounds. 11B and environs are the areas for these ferocious blacks.

The Long Island FISHERMAN
FISHING TRIP CONTEST

Mr. Joseph Hamil of Flushing called into LIF a description of his car by the Friday deadline to become this weeks LIF Litter Box Contest Winner. Mr. Hamil has been sent a check for $10 and has also chosen a free fishing trip for two aboard the Captain Joseph Fleet out of Captree for his prize.

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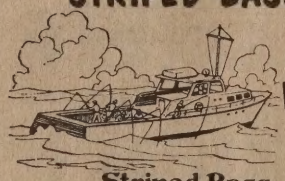
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N.Y. BIGHT Fishing Report

FREEPORT

Captain Al Lindroth of the **Captain Al** reports good codfishing all through the week and weekend, though really good catches were in flurries on various days. Over this past week, giant cod of 45, 47, 48 and 49 pounds were taken during the week. Biggest fish were taken on wrecks, but the largest number were picked on open bottom. Saturday saw a real mixed bag while codfishing, a seabass, pollack, cod, blacks, blues, ling and 1 stupid fluke. The last hour's fishing on Sunday was very productive. Al advises that anglers must be patience and allow pods of cod to be attracted by the chum that is put out. Moving because a lull in the action is counter productive. You have to wait out the fish. Thursday, 1 drop was all that the **Captain Al** required and they had a steady pick all day long. Al is averaging 50 to 100 codfish a day, hitting the wrecks on slack water and fishing open bottom when the tide is running.

Captain Paul Schmidt of the **Aloma** reports that Saturday had 36 fares taking over 80 cod on open bottom, including a 32½ pounder and a 33 pounder. The fish are there, all you have to do is come and get 'em. Sunday was a little on the poorer side due to a strong ground swell. Captain John Grimiley on Sunday loaded up with blackfish. Captain John knowledgeable yound skipper of the **Aloma** is now switching over to cod every day, and is sailing at 6 A.M.

The **Starstream II** skipper Captain

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Richie Kessinger reports that he is catching 50 to 60 cod every day on a very steady basis and that while he is not picking as many fish as he would like, days catch is steady with a lot of big fish taken. On Thursday, angler Chet Chapel had a 34 and a 42 lb. cod. On Tuesday 3 cows, 31, 37 and 38 pounds were brought up, fishing open bottom and wrecks. Richie says that surprisingly enough, the outsized fish were taken over mussels and stones on open bottom, not from the wrecks. Average fish ran 10 to 12 pounds.

SHEEPSHEAD BAY

Captain Jim of the **Amberjack IV** reported good codfishing Saturday and Sunday, on open bottom. Sunday saw 51 cod up to 30 pounds taken, no fish under 7½ pounds. Main points of action have been from the NC buoy to 40 minutes east. Lots of wind descended on Sunday. Big catches of blackfish were mixed in with the cod over the wrecks and on open bottom.

Captain Huck of the **Helen II** reports that on 12/4, Jeff Cooper of Brooklyn bagged a 46½ pound cod, coping the pool. Al Holifield of Brooklyn on December 5th nailed a 42½ pound cod, taking the pool and on December 6th, a 41 pounder was hoisted aboard by Jersey City sharpie Louis Coulin. These big guys were taken on open bottom, consisting of clam baits, 6 to 8 miles south of Cholera. Saturday and Sunday were fair as to size of catches, and Huck says that the codfishing is building steadily day by day with weekdays being the best times to go out due to the lighter fishing pressure on those days. Catches are from 2 to 12 fish per man, depending on the day and the man's skills.

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COD
POLLACK
BLACKS

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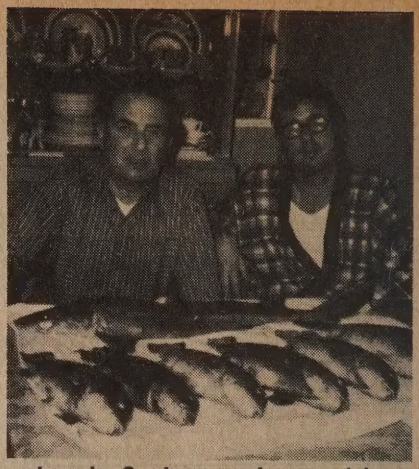
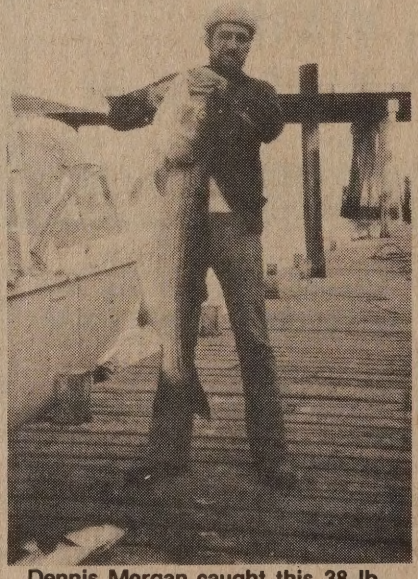


Joseph Sardone and son John caught these 6 blacks weighing 3 to 8 pounds and 1 shark aboard the "Aloma" out of Freeport. Subscriber Club Photo.



Dennis Morgan caught this 38 lb. striper which was the largest of 20 fish caught on Lupo Spoons on the "Kim" at Atlantic Beach.

Captain Charlie Locurto of the charterboat **Tone B** had the Starr Fishing Club of Wycoff Avenue, Brooklyn out on Novemer 30th and 25 men took over 100 codfish in the 10 to 15 pound range. Charlie fished about 10 miles southeast of the NC buoy, anchored and wacking clams over open bottom. Good fishing, Charlie.

Captain Tony of **Big Mohawk II** had the "Chummers Fishing Club" of Greenpoint out on Saturday southeast of Cholera about 6 miles, and bagged 75 cod for 12 men. Angler Bob Brown bagged a 21¾ pound cod, and anglers Peter Arlia and Dutch Heuback tied with twin fish of 16½ pounds. On Sunday Tony had the 5 Corners Fishing Club out in the big heave. Seven fish were taken 10 to 12 pounds. Tony advises that the codfish are here, you just have to come down and fish for them.

Captain Wrege of the **Chief**, the areas only 10 A.M. boat, has been doing very well bottom fishing for seabass and blacks, and is now taking some whiting.

Blue Sea II skipper, Captain Joe has been racking up 30 to 40 cod per day. Wednesday saw 13 fares taking 61 codfish roughly 5 miles southeast of Cholera, with a 25 pounder nailing the pool down. The pool each day was taken by 25 lb. class fish, smallest running in the 12 pound class. Saturday and Sunday's catches were fair, with ling, whiting and blacks mixed in on Saturday, for a large group of youngsters.

ISLAND PARK

The **Ginnie Mae** reports very good codfishing on Saturday and Sunday, just good. This information is furnished by Captain Bill's wife, but she had no details.

ATLANTIC BEACH

Captain Ron Lepper of the **Kim** who is now booking cod charters, called to say that on Saturday he had 4 men out, taking 23 cod, 3 of which were in the twenties, the others 12 to 14 pounds. Also 3 blues between 15 and 16 pounds were brought in with a lot of blues lost. A ½ dozen fillet size whiting rounded off the day. All this was in 85 feet of water south of Cholera over open bottom and a few high pieces.

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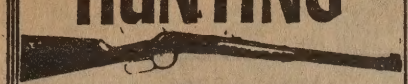

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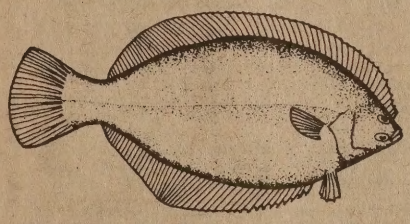

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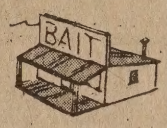

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1970 160 h.p. 6 cyl. Perkins Diesel F/W/C, Dry exhaust. Model HT6.354M Turbo Charged Engine, 2:1 reduction, R.H. rotation, Reverse Gear. Complete Engine Overhauled in spring of '75. Now in use. Call (516) 477-1822.

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1972-17' 70 h.p. Johnson
1973-19' Twin 70 h.p. Johnsons, Trailer
~~1973-13' 105 h.p. Johnson, 6 h.p. Aux.~~ SOLD
~~1973-13' 65 h.p. Johnson, 20 h.p. Aux. Tops, Trailer~~ SOLD
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1974-20' 135 h.p. Johnson
~~1970-22' 135 Evinrudes (75) Tops, Trailer~~ SOLD
1973-22' 115 h.p. Merc.
1975-23' 188 Merc I/O, Tops
1974-23' Sea Craft Twin 165 I/O's
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BERTRAM 1975 28' Fly Bridge Cruiser, 200 hours, F/W/C, Lower Station, Radar, Loran, VHF, CB, Depth Recorder, Outriggers, Extra Props, 115 Shoreline, Electric Toilet, Hot water shower, Gin Pole, Fish Box, South Bay Strainers, Salt Water Washdown, Bimini Top, Many factory extras. All Under Warantee. Call (516) 541-1447.

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38' CHRIS CRAFT SEA SKIFF, Twin 185 h.p. 2 to 1 Reduction, Rebuilt in 1975. H/C Pressure Water. Electric Anchor, Monomatic Electric Head, S/S, D/F, Hailer, Stero Tape, D.C. Converter, Shore Power 3 Battery Parralel System, Sniffer, New Navy Top, Spare Props and shaft, Sleeps 6, Couch, Dinette, Full Galley, Refrigerator, Preservers (10), Electric Heaters AC, Fish Well, Spare Motor. Entire Boat done over. Includes Winter Storage, Frame and Canvas, Great for offshore fishing. Excellent Condition. Dissolving Partnership. Asking $12,500., Call after 6 P.M. at (516) 742-8526.

Bargain—26' Wood with Cuddy Cabin, Carvel Planked, Excellent Condition. 6 cyl. in Body, Needs Bearing, Will include spare engine with transmission Same Make. Will Transport. $600. Call Eves at (516) 862-8037.

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BOATING EQPT

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7 DAYS A WEEK
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CALL ANY TIME

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TRAILER HITCHES—The most complete Draw-tite line of Class I and II hitches in stock on L.I. Sales, installation, service. TOM CASH WELDING Lake Ronkonkoma (516) JU8-6143.

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MISCELLANEOUS

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WATERFRONT PARADISE—125' Sandy Beach—80 ft. Pier on open bay in Baldwin's Exclusive Bay Colony. Deep Water. Will Accomodate Large Boat. 3 Bed Room Custon Split. Exclusively with Joyce Bayer, Waterfront Homes. Call (516) 378-1175 or 546-4603.

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COD KILLER RIGS—Whether you fish Montauk, Black Island, Captree, Freeport or Sheepshead Bay, these double hook hand-made rigs will fill the freezer. All hand tied, finest materials. Long time proven design. 4 rigs for $3 includes instructions on how to make up your own rigs. Send check or M.O. to P. Miller, 150 Babylon Tpk. Merrick NY 11566.

HANDMADE RIGS: Cod 2/$1, Blackfish 3/$1, Whiting 2/$1, 3 Hook Flounder 3/$1; Hand Tied Hooks, Cod 9/$1, Whiting 15/$1, Flounder 16/$1, Blackfish 12/$1, Wire Bluefish 10/$1. Free Catalog. Mountaintop, Starksboro, VT 05487.

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1975 GRADY WHITE HATTERAS OVER-NIGHTER 204C. A boat with charisma, owned and operated by Scott Simons. Powered by 115 h.p. Johnson with tilt-n-trim fully equipped for inlet and ocean sportfishing. Cuddy Cabin, CB Radio, Ross Straightline Graph Recorder, 4 Flush Mount Rodholders, 200-lb. capacity Skimmer fish box, anchor and line, CG Equipment, Lovett and Bilge Pump, Windshield Wiper, Richie Compass, Baitwells, Full Canvas and Aft Curtain, Self-bailing Hull, etc. Engine winterized, boat in dry storage. Can be seen at Starfish Marine in East Islip or call Scott Simons at The Fisherman at (516) 667-6633.

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No. 11694: Men's *Color:* Drab
Sizes: 6-14 $56

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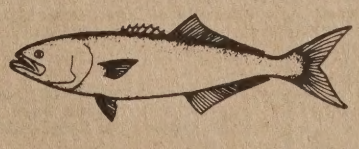
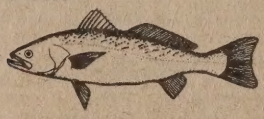


Attention!

WILL THE OWNER OF
"THE SINBAD"
FROM JONES INLET, INVOLVED
IN AN ACCIDENT OFF FIRE
ISLAND INLET THIS PAST AUGUST,
PLEASE CONTACT
BOB AT (516) 249-8080

Patrick Bile caught this 26 lb. bass on a bunker spoon off Gilgo Beach on the outgoing tide. Subscriber Club Photo.



Are You Selling A Beach Buggy, Bass Boat, Spare Rod, Shotgun Or Related Item?

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TIDE TABLES

	ON →	SANDY HOOK		NEW LONDON		WILLETS POINT		BRIDGE-PORT	
	DAY	AM	PM	AM	PM	AM	PM	AM	PM
12/11	THURSDAY	1:37	1:53	3:43	3:57	5:45	6:09	5:16	5:40
12/12	FRIDAY	2:29	2:48	4:34	4:51	6:43	7:14	6:09	6:35
12/13	SATURDAY	3:24	3:47	5:19	5:42	7:33	8:08	7:01	7:28
12/14	SUNDAY	4:17	4:43	6:01	6:27	8:18	8:55	7:49	8:18
12/15	MONDAY	5:07	5:31	6:41	7:10	8:55	9:35	8:37	9:04
12/16	TUESDAY	5:52	6:16	7:20	7:50	9:24	10:04	9:19	9:48
12/17	WEDNESDAY	6:34	6:59	7:58	8:32	9:56	10:33	10:02	10:33
12/18	THURSDAY	7:15	7:43	8:37	9:12	10:31	11:06	10:44	11:14

SANDY HOOK

SHINNECOCK INLET	−0 50
Shinnecock Bay	+1 25
East Quogue	+2 45
Shinnecock Canal	+1 18
Indian Reservation	+3 05
MORICHES INLET	−0 56
Smith's Point	+3 28
Harts Cove	+1 30
Potunck Point	+3 35
Mastic Beach	+3 28
FIRE ISLAND INLET	−0 38
Inlet & Dem. Pt.	−0 38
Coast Giard Sta.	−0 19
Fire Island Light	+0 47
GREAT SOUTH BAY	
Sayville	+3 39
Heckscher State Pk.	+3 20
Bay Shore	+2 23
Babylon	+2 12
Amityville	+2 21
JONES INLET	−0 19
Loop Pkwy. Bridge	+0 25
Zachs Bay	+1 25
Seaford Harbor	+2 05
Freeport Creek	+0 34
E. ROCKAWAY INLET	−0 06
Long Beach Bridge	+0 19
ROCKAWAY INLET	−0 00
Beach Ch. (Bridge)	+0 38
JFK Airport	+0 26
STATEN ISLAND	+0 27
MANASQUAN	−0 12

WILLETS POINT

Little Neck Bay	−0 10
Execution Light	−0 06
Manhasset Bay	−0 01
Hempstead Harbor	−0 11
City Island	−0 03
Rye Beach	−0 28

NEW LONDON

Orient Point	+0 27
Connecticut River	+1 10
Little Gull Is. (Race)	+0 12
Greenport	+1 04
Southold	+1 43
New Suffolk	+2 26
South Jamesport	+2 32
Shinnecock Canal	+2 33
Noyack Bay	+2 05
Sag Harbor	+0 59
Gardiners Bay	+0 21
Promised Land	−0 14
Fort Pond Bay	−0 29
Montauk Inlet	−0 25
Montauk Point	−1 13

BRIDGEPORT

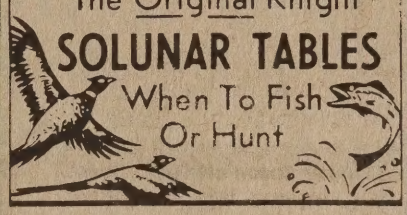
Lloyd Point	+0 08
Cold Spring Harbor	+0 08
Bayville Bridge	+0 13
Eatons Neck Point	+0 03
Northport Bay	+0 03
Norwalk Islands	+0 10
Smithtown Bay	−0 03
Cranes Neck Point	+0 05
Port Jefferson Harbor	+0 03
New Haven Harbor	+0 08
Mount Sinai Harbor	−0 08
Herod Point	−0 07
Mattituck Inlet	+0 19
Horton Point	−0 20
Truman Beach	−0 42

To compute the high tide for the area you wish to fish, simply find the closest area on the conversion tables. Add or subtract the hours and/or minutes as indicated from that areas station above. Example: "Shinnecock Inlet —0 50" is listed under "on Sandy Hook". — 0 50 means you subtract 50 minutes from the times given for the SANDY HOOK STATION for the day you are going fishing. For low tide, add 6½ hours to this figure.

The Original Knight

SOLUNAR TABLES

When To Fish Or Hunt



The schedule of solunar periods for the following week as printed below has been taken from the original Knight Solunar Tables. Plan your day so that you will be fishing good territory, hunting good cover during these times if you wish to find the best sport that each has to offer. The tables are not a guarantee that you will catch fish or see game during the period, however.

The major periods begin at the time shown and last for an hour and a half or two hours thereafter, and are in black face type. The minor periods are somewhat shorter in duration.

	A.M		P.M.	
	Minor	Major	Minor	Major
12/11	11:15	**5:15**	11:25	**5:35**
12/12	11:50	**5:55**	—	**6:15**
12/13	12:05	**6:35**	12:30	**6:55**
12/14	12:45	**7:15**	1:10	**7:35**
12/15	1:25	**7:55**	1:50	**8:20**
12/16	2:05	**8:45**	2:35	**9:10**
12/17	2:55	**9:30**	3:25	**9:55**
12/18	3:40	**10:20**	4:05	**10:45**

PHASES OF THE MOON

12-2	12-10	12-18	12-25
NEW	1st Qtr.	FULL	Last Qtr.

SUNRISE/SUNSET

12-6	7:07	4:35
12-12	7:12	4:35
12-18	7:16	4:36
12-24	7:19	4:39

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and receive FREE Reel—Fill Pak of

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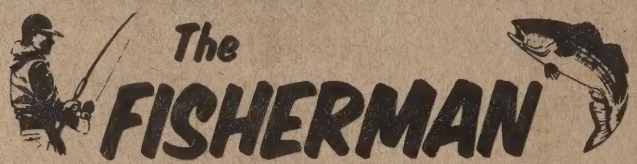
your choice of color and pound test!



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YOUR CHOICE OF—

Pound Test (*Circle One*)

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Color: (*Check one*)

☐ Clear/Blue ☐ Golden ☐ Orange

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Because the line you see is the line you control!

And control catches more fish than luck. To give you better control *DuPont* invented the line that glows...STREN® fluorescent monofilament fishing line. The patented glow of *STREN* is activated by the sun's ultraviolet light. Underwater, where UV is filtered out, the glow is deactivated.

STREN is available in different colors to meet different fishing conditions and needs: High visibility Clear/Blue, brighter Golden, and high contrast Orange.

The right balance of properties

- Superior knot strength
- Great tensile strength with small diameter
- Proper limpness for easy handling/casting
- Controlled stretch to set your hook
- Tough abrasion and shock resistance

YOUR CHOICE OF:

Pound test: 6 10 12 17 20 30

Color: ☐ Clear/Blue ☐ Golden ☐ Orange

Check or Money Order
Must Accompany Subscription